

BUREAU OF PUBLIC ROADS

LEE

Mr. W. J. Niemi, Regional Engineer  
Juneau, Alaska

October 13, 1959

23-10

Paul F. Royster, Assistant Commissioner  
Washington 25, D. C.

Bridge Timber - Copper River Road

Paul F. Royster

Reference is made to our memorandum of October 8 relative to complaints concerning the burning of dismantled bridge timbers as expressed in Mr. Grayson C. Allen's letter of September 30.

We are now in receipt of a letter dated October 12 from Senator Gruening's office further commenting on this matter. A copy of this letter and of our interim reply, are attached.

Your prompt consideration of our request of October 8 will be appreciated in order that Senator Gruening and Congressman Rivers may be appropriately advised in this regard.

Attachments - 2

CA Lewis/tb

Re: Control No. PR-5126

cc: Files (2)

Federal Hwy. Projs. Div.

Mr. Royster - Rm. 814

23-10

OCT 13 1959

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Dear Senator Gruening:

Receipt is acknowledged of Mr. Sundberg's letter of October 12 relative to Mr. Grayson C. Allen's letter of September 30 concerning the burning of dismantled bridge timbers on construction projects in Alaska.

We have replied to Mr. Allen under date of October 8. A copy of this letter is enclosed. Our regional engineer at Juneau has also been requested to investigate this matter and to inform this office of his findings. Upon our receipt of this additional information, we shall be pleased to further advise you in this regard.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

**Enclosure**

CA Lewis/tb  
Control No. PR-5126 (10/13/59)  
cc: Files (2)  
Federal Hwy. Projs. Div. ✓  
Mr. W. J. Niemi (2-cc)  
Mr. B. D. Tallamy  
Mr. E. L. Armstrong  
CC Unit  
Mr. Royster - Rm. 814

Cleared Through  
Administrator's Correspondence Unit

57-70

ERNEST GRUENING  
ALASKA

HOME ADDRESS:  
Box 1001  
JUNEAU, ALASKA

United States Senate  
WASHINGTON, D.C.

GEORGE SUNDBORG  
ADMINISTRATIVE ASSISTANT

HERBERT W. BEASER  
LEGISLATIVE ASSISTANT

October 12, 1959

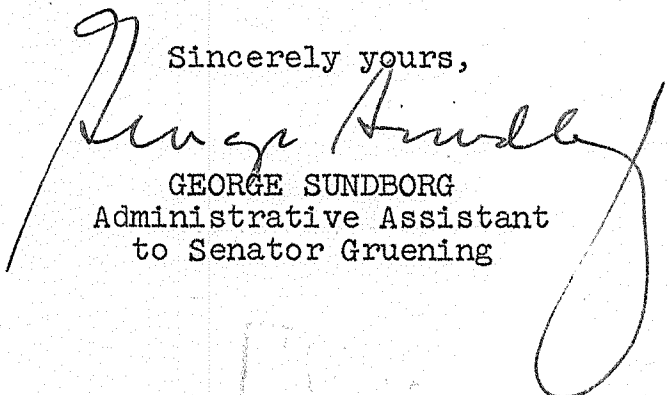
Mr. Paul F. Royster  
Assistant Commissioner in Charge  
of Office Operations  
Bureau of Public Roads  
Washington 25, D. C.

Dear Mr. Royster:

By direction of Senator Gruening, who is traveling in Russia with a Senate subcommittee, I write to say that the Senator is in agreement with the letter which Grayson C. Allen of Cordova, Alaska, wrote to you September 30th protesting what is described as an order by the BPR to burn discarded bridge timbers in preference to letting them be used by residents of the area.

We feel that the action described by Mr. Allen is wasteful in the extreme and that you should act promptly to see that such timbers as are usable are made available to residents of the area who desire them.

Sincerely yours,



GEORGE SUNDBORG  
Administrative Assistant  
to Senator Gruening

PR 5126

23-10

NOV 23 1959

Honorable Ralph J. Rivers  
House of Representatives  
Washington, D. C.

Dear Mr. Rivers:

Reference is made to my letter of October 10 relative to the burning of dismantled bridge timbers on construction projects in Alaska, a practice which was questioned by Mr. Grayson E. Allen of Cordova.

We are now in receipt of additional information forwarded from our regional engineer at Juneau, who had been requested to investigate this matter. This information obtained through our field office at Valdez was delayed several days because of storms which grounded airplanes serving that area.

A thorough investigation has revealed the old timbers to be of questionable value. These members are from bridges that remained from the old Copper River railroad. Following the abandonment of the railroad in 1938, the rails and ties were taken off and replaced with a one-way deck suitable for highway traffic. The present wooden decks are practically worthless. We do not know the age of the bridge stringers, however, it may be reasonably assumed that they were in place from 10 to 20 years prior to the abandonment of the railroad. With consideration given to our continuing maintenance activities, and with the objective of minimizing the waste of usable material, our present contracts on active projects require that old bridge materials of salvage value shall be salvaged and stockpiled. Although these usable materials were contemplated for maintenance purposes, if the local demand is sufficiently great, arrangements can be made for the purchase of these materials through established advertising and bidding procedures.

Stringer materials which are generally being burned are those which have rot at either end and where they were in contact with the intermediate bent. If these were stockpiled it is very doubtful that prospective buyers would be interested in them, and the State would be burdened with the additional expense of disposing of the material.

An unsuccessful attempt was made to ascertain the names of citizens in Cordova who may have been interested in the old materials. However, in the event further interest in this regard should be expressed by the local citizens, we have been advised that used stringers in good condition may be purchased from Mr. George Date of Cordova (a local contractor) at a very reasonable price. Undoubtedly these materials are superior in quality to any that our contractors may salvage from the structures referred to above.

Although our field investigation indicated the handling of dismantled materials appeared to have been conducted satisfactorily, you may be assured that every reasonable effort will be taken to minimize the waste of salvageable materials in future operations.

We trust that the above provides an adequate reply to your inquiry, however, if additional information is desired we shall be pleased to advise you further upon receipt of your request.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

CA Lewis/Elj:tb  
Control No. PR 5088 (11/20/59)  
cc: Files (2)  
Federal Hwy. Projs. Div. ✓  
Mr. W. J. Niemi  
Mr. B. D. Tallamy  
Mr. E. L. Armstrong  
Mr. P. F. Royster - Room 814  
CC Unit - Room 810

*See letter to Sen. Gruening  
same date  
Increasing copies.*

21-10

OCT 10 1959

Honorable Ralph J. Rivers  
House of Representatives  
Washington, D. C.

Dear Mr. Rivers:

In accordance with a verbal request from your office there is enclosed a copy of our interim reply of October 8 to Mr. Grayson S. Allen of Cordova, Alaska, regarding the burning of timber from dismantled bridges.

Upon the receipt of the report requested from our regional office, we shall be pleased to inform you further.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

Enclosure

MLHarshberger:nk  
Re: Control No. PR-5088 (10/9/59)  
cc - Files (2)  
Federal Hwy. Projs. Div. ✓  
Mr. W. J. Niemi (2-cc)  
Mr. B. D. Tallamy  
Mr. E. L. Armstrong  
CC Unit  
Mr. Royster

Cleared Through  
Administrator's Correspondence Unit

NOV 23 1959

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Dear Senator Gruening:

Reference is made to my letter of October 13 relative to the burning of dismantled bridge timbers on construction projects in Alaska, a practice which was questioned by Mr. Grayson C. Allen of Cordova.

We are now in receipt of additional information forwarded from our regional engineer at Juneau, who had been requested to investigate this matter. This information obtained through our field office at Valdez was delayed several days because of storms which grounded airplanes serving that area.

A thorough investigation has revealed the old timbers to be of questionable value. These members are from bridges that remained from the old Copper River railroad. Following the abandonment of the railroad in 1938, the rails and ties were taken off and replaced with a one-way deck suitable for highway traffic. The present wooden decks are practically worthless. We do not know the age of the bridge stringers, however, it may be reasonably assumed that they were in place from 10 to 20 years prior to the abandonment of the railroad. With consideration given to our continuing maintenance activities, and with the objective of minimizing the waste of usable material, our present contracts on active projects require that old bridge materials of salvage value shall be salvaged and stockpiled. Although these usable materials were contemplated for maintenance purposes, if the local demand is sufficiently great, arrangements can be made for the purchase of these materials through established advertising and bidding procedures.

Stringer materials which are generally being burned are those which have rot at either end and where they were in contact with the intermediate bent. If these were stockpiled it is very doubtful that prospective buyers would be interested in them, and the State would be burdened with the additional expense of disposing of the material.

An unsuccessful attempt was made to ascertain the names of citizens in Cordova who may have been interested in the old materials. However, in the event further interest in this regard should be expressed by the local citizens, we have been advised that used stringers in good condition may be purchased from Mr. George Date of Cordova ( a local contractor) at a very reasonable price. Undoubtedly these materials are superior in quality to any that our contractors may salvage from the structures referred to above.

Although our field investigation indicated the handling of dismantled materials appeared to have been conducted satisfactorily, you may be assured that every reasonable effort will be taken to minimize the waste of salvageable materials in future operations.

We trust that the above provides an adequate reply to your inquiry, however, if additional information is desired we shall be pleased to advise you further upon receipt of your request.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

2/6  
CALewis:nk Refer to PR-5126 (11-20-59)

cc - Files (2)

Federal Hwy.Projs.Div. ✓

Mr. W. J. Niemi (2-cc)

Mr. Tallamy

~~Mr.~~ Mr. Armstrong

CC Unit

Mr. Royster

*Same letter to Cong. Review  
Same Date*



11/10/53

CAZ

Will you also prepare  
letter to Greening, Keiser  
& Grayson Allen advising  
of memo's findings. This  
could be a brief statement  
that timber that are  
considered to have reasonable  
salvage value which today  
except members are being  
burned. Mention that with  
the selection as being  
made that on the whole  
that some of the stock piles  
material may be later found  
of doubtful value necessarily  
disposed of state expense

WV



1.	Location in Alaska, Judicial District, at/or near which community.	Cordova
2.	Exact location by highway milepost or streets.	10 Mile, Copper River Hwy. FAS 851
3.	Project item No. (if applicable)	470(2)
4.	Compass direction (of camera)	North
5.	Weather conditions at the scene.	Cloudy
6.	Time of day and date taken	11:00 a.m. 10/20/ 59
7.	Name and address of Photographer	James W. Kasson
8.	Where negative is filed.	No negative
9.	Serial number of photograph and negative if applicable.	
10.	Office that requested the photograph be taken.	

BUREAU OF PUBLIC ROADS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner  
for Operations, Washington, D. C.

DATE: November 4, 1959

~~23-00~~ ATTENTION: Mr. E. E. Erhart

23-10 FROM : Wm. J. Niemi, Regional Engineer  
10-00.21 Juneau, Alaska

SUBJECT: Bridge Timber - Copper River Road

Reference is made to your memorandum of October 13, 1959 with copies of correspondence with Senator Gruening and Representative Rivers on the burning of dismantled bridge timbers on Project S-0851(6), Mile 9-13, Copper River Highway. The needed information from the field had to come via Valdez where it was delayed for a number of days by storms which grounded airplanes.

A thorough field investigation shows these old timbers to be of questionable value; in fact, had it not been for the question raised they would all have been disposed of by burning. In deference to those who might be interested in purchasing them, those that are in the better condition will be stockpiled and advertised for sale.

In a conversation with Mr. Grayson Allen an attempt was made to find out what citizens in Cordova were interested in these bridge timbers. His replies were vague and evasive and it appears he was the only interested person. At this point it is relevant to mention that a local contractor, Mr. George Date of Cordova, has a large supply of much better stringers for sale at \$30 a MBM or approximately \$10 per timber. They are almost new and, at the price, very reasonable.

It would not be too presumptive to predict that these old bridge timbers will find no buyers and the State will be burdened with the additional expense of their disposal through their maintenance operations. The attached photo will give a good impression of the general condition of the stringers. All have rot at either end and where they rested on the intermediate bent.

The handling of this matter in the field seems to be resolved to everyone's satisfaction and it is doubtful if any further question will be raised.

Attachment

As noted above

BUREAU OF PUBLIC ROADS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner for Operations, Washington 25, D. C. DATE: October 16, 1959

23-00  
23-10  
FROM : Wm. J. Niemi, Regional Engineer  
10-00.21 Juneau, Alaska

Ref: Proj. FH 32-A5  
Proj. S-0851(6)

SUBJECT: Bridge Timber - Project FH 32-A5 and S-0851(6) - Copper River Highway

Re: Contract # 5126

Reference is made to your memorandum of October 13, 1959, relative to complaints concerning the burning of dismantled bridge timbers as made by Mr. Grayson C. Allen of Cordova, Alaska.

An investigation is underway to determine the several aspects in regard to this situation and as quickly as all facts are obtained a complete report will be made. As an interim report, we can offer the following:

The bridges in question are those that remained of the old Copper River railroad, and were put into use as highway bridges subsequent to the abandonment of the railroad in 1938. The rails and ties were taken off and replaced with one-way untreated deck suitable for highway traffic. The old untreated wooden stringers - 8"x18"x30' long rested on untreated wooden caps and piling, continuous over two 15' spans.

The present wooden decks are practically worthless and will no doubt be consumed by fire. We do not know the exact age of the stringers, but it can be reasonable assumed that they were in place for 10 to 20 years prior to abandonment of the railroad in 1938. They are untreated and due to their age there may be some question as to their present value. However, our contract provides that the contractor shall salvage and stockpile any part of the old bridge that is salvable. Our field forces are now making a survey for the purpose of making this determination. Any timbers that have salvage value will be stockpiled on the project in accordance with the terms of the contract.

As to the ultimate disposition of any stockpiled bridge materials it has been our experience that timbers of this nature are exceedingly valuable in our maintenance activities. However, in view of the local demand, arrangements for sale of the usable stringers could be made through our established advertising and bidding procedures.

This should be treated as an interim report pending further advice from our field offices.

*Discussed also with Nelson 10/22 - He will give us more complete reply before we write back to him*

23-10

Oct. 8 1959

Mr. Grayson C. Allen  
Times Building  
Cordeva, Alaska

Dear Mr. Allen:

This is in reply to your letter of September 30 regarding the burning of materials from dismantled bridges near Cordeva, Alaska.

We have referred this matter to Mr. W. J. Niami, our regional engineer at Juneau, and have requested that we be advised in this regard. Upon our receipt of this information we will promptly advise you further concerning the subject. You may, however, because of the apparent urgency due to the reported schedule for demolishing the structures, wish to contact Mr. Niami's office directly.

Sincerely yours

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

MLHarsberger:CAL:SER:nk  
Control No. PR-5088 (10/8/59)  
cc - Files (2)  
Federal Hwy. Projs. Div. ✓  
Mr. W. J. Niami (2-cc)  
Mr. B. D. Tallamy  
Mr. E. L. Armstrong  
CC Unit  
Mr. Royster

LAW OFFICE  
**GRAYSON C. ALLEN**  
Times Bldg.  
CORDOVA, ALASKA

Sept. 30, 1959

Department of Commerce  
Director of Bureau of Public Roads  
Washington D. C.

Re: Bridge Timbers,  
Copper River Road  
Cordova, Alaska

Dear Sir:

A quantity of valuable timbers are being removed from wood bridges in the Cordova Area and are being burned on the job by order of your department instead of permitting the citizens of Cordova to have them and haul them away for profitable use. Such timbers are scarce and high-priced in Cordova if to be had at all.

The citizens of Cordova request that your office make these timbers available to them at once instead of spending taxpayers money having them piled and burned on the job site as your order requires.

I most respectfully insist that this order be revoked at once and the local people be permitted to haul these timbers away before the next bridge is demolished, which will probably be next week.

I understand the order requires the burning of the timbers the week they are removed.

Most respectfully yours,

\_\_\_\_\_  
Grayson C. Allen

cc: Senator Ernest Gruening  
Rep. Ralph J. Rivers

BUREAU OF PUBLIC ROADS

Mr. W. J. Hines, Regional Engineer  
Juneau, Alaska

October 8, 1959

Paul F. Royster, Assistant Commissioner  
Washington 25, D. C.

Bridge Timbers - Copper River Road, Cordova, Alaska

There are attached two copies of a letter dated September 30, from Mr. Grayson C. Allen of Cordova, Alaska, and of our interim reply, relative to the destruction of timber from bridges dismantled on Public Roads construction projects. Please note that copies of Mr. Allen's letter were also sent to Senator Ernest Gruening and Representative J. Rivers. As a result of this distribution we have received an informal inquiry from the office of Congressman Rivers concerning this matter with the request that his office be further advised in this regard.

We have no positive identification of the project in question. In our review of the PSM of the Copper River projects we have noted that the special provisions generally require the contractor to stockpile salvageable material for later use by the Government and advise that he may retain any of the necessary items for use in his operations, with the balance of the quantity to be turned.

We shall appreciate your prompt investigation of the alleged complaint, and the circumstances pertinent thereto, and advise this office as soon as possible in order that we may appropriately reply to Mr. Allen, and to congressional inquiries regarding this matter.

If your findings reveal that a considerable quantity of useable material is being wasted, perhaps the contractor could make some arrangement wherein the local citizens could obtain some of the quantity scheduled for burning, provided such removal was made at no inconvenience or additional cost to the contractor. Your comments in this regard will also be appreciated.

Attachments (2)

MLHarshberger:CAL:ink

Re: Control No. FR-5088

cc - Files (2)

WJH Federal Hwy. Projs. Div.

CC Unit

Mr. Royster



BUREAU OF PUBLIC ROADS

*Alaska - Cong. Bk L*  
*X refer Alaska F.A. [unclear]**Office Memorandum* • UNITED STATES GOVERNMENT

TO : Files

DATE: November 13, 1959

FROM : C. A. Lewis *C.A.L.*SUBJECT: Congressional Inquiry Relative Removal of Snow from Driveway  
Entrance in Alaska.

An inquiry was received from Senator Bartlett's office via telephone on November 12 relative to the removal of snow from driveway entrances, with particular reference to the entrance to Gateway Lodge at Glenallen.

This subject was one involving considerable correspondence last year. The proprietor of Gateway Lodge, Mrs. Blanche D. Dykes, had questioned Public Roads policy which was opposed to the removal of snow from driveway entrances in connection with snow removal operations on the main highways. Mr. Royster's letter of May 20, 1959 to Senator Bartlett regarding this matter advised of the magnitude of the snow removal problem in Alaska and of the great number of driveways located within the wide scope of Public Roads maintenance operations. A report was also made of a canvass of 195 lodges, stores and other business establishments along several highways and of the satisfactory arrangements made for removal of snow from driveway entrances to these areas.

It was my understanding from the November 12 inquiry that Mrs. Dykes, in her recent communication with the Senator, has considered that the snow removal policy may have been revised since Alaska became a State. I was advised that Mrs. Dykes is willing to reimburse the Bureau (or the State) for snow removal services if such service can now be provided. The Senator's assistant questioned whether Mrs. Dykes' proposal should be directed to Public Roads or to the State.

The Senator's office was advised that insofar as we know there was no change in Public Roads policy regarding the removal of snow from driveway entrances. The arrangement for certain continued operations in Alaska in accordance with an agreement with the State was briefly discussed. With consideration given to the previous communications on this subject of snow removal, and to Public Roads present relationship with the State in maintenance operations, the Senator's office was advised that it appeared that Mrs. Dykes' current proposal might best be directed to the State.

STANDARD FORM

23-10

NOV 10 1959

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Dear Senator Gruening:

Mr. Sundborg's letter of October 15 to Regional Engineer Niemi concerning a complaint made by Mrs. Lars M. Nelson, Anchorage, about "Government Property - No Trespassing" signs on sections of the Denali Highway was referred to this office for reply.

Mr. Niemi has advised that the signs referred to by Mrs. Nelson are posted at borrow pit areas where use of the material has been reserved for road maintenance operations and for later use in necessary reconstruction of the road. One of the primary purposes in posting these areas is to alert the public to the status of the land so as to avoid inadvertent selection of the pit areas for homesteads, homesites or business sites, which would result in complications for both the public and the Government.

No objection has been made to use of the borrow pit areas by the public for picnicking or camping purposes provided such use does not interfere with the operations of road maintenance forces.

We trust that the above information will permit the development of a satisfactory reply to your constituent.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

EEErhart/tb  
Control No. PR 5204 (11/10/59)  
cc: Files (2)

Federal Hwy. Projs. Div. \_\_\_\_\_  
Mr. B. D. Tallamy  
Mr. E. L. Armstrong  
Mr. Royster - Rm. 814  
Mr. W. J. Niemi (2-cc)  
CC Unit - Rm. 810

Cleared through  
Administrator's Correspondence Unit

## BUREAU OF PUBLIC ROADS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner  
for Operations, Washington, D. C.  
23-00 ATTENTION: Mr. E. E. Erhart

DATE: November 6, 1959

FROM : Wm. J. Niemi, Regional Engineer  
10-00.21 Juneau, Alaska

SUBJECT: Complaint re "Government Property - No Trespassing" Signs on  
Denali Highway

Reference is made to my memorandum of October 20, 1959 transmitting copy of letter from the office of Senator Gruening and my reply to him concerning a complaint with respect to certain signs posted along the Denali Highway.

These "Government Property - No Trespassing" signs are posted at borrow pit areas to which we have established rights for the material for use in our maintenance operations and for later use on construction projects. One of the prime purposes of the signs is to alert the public to the status of the land so they will not inadvertently stake these areas for homesteads, homesites or business sites. The complications that could result are quite obvious.

There is no objection to the public picnicking or camping in these pits when our maintenance crews are not actually working in them. We have frequently noted that many tourists make use of borrow pits for camping spots throughout most of the interior road system during the summer vacation season.

1959  
1. MRS. W.  
WASHINGTON: AR.  
MR. FOR OBSERVATION  
5077 J. BOLDA  
Office Memorandum

P. O. Box 1961  
Juneau, Alaska

10-00.21

October 21, 1959

The Honorable Senator Ernest Gruening  
United States Senate  
Senate Office Building  
Washington 25, D. C.

Dear Senator Gruening:

The circumstances concerning the "Government Property - No Trespassing" signs on the Denali Highway over which a Mrs. Lars M. Nelson of Anchorage raised a complaint are being investigated.

In accordance with our established policy, a reply to your October 15 letter concerning this matter will be made by our Washington Office.

Very truly yours,

Wm. J. Niemi  
Regional Engineer

cc: Mr. Royster ✓  
Fairbanks Division

PR 5204

## BUREAU OF PUBLIC ROADS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner  
for Operations, Washington, D. C.  
23-00 ATTENTION: Mr. E. E. Erhart

DATE: October 20, 1959

FROM : Wm. J. Niemi, Regional Engineer  
10-00.21 Juneau, Alaska *WJN*

SUBJECT: Complaint re "Government Property - No Trespassing" signs on  
Denali Highway

Attached is copy of letter dated October 15, 1959 from the office of Senator Gruening quoting a complaint of a Mrs. Lars M. Nelson with regard to "Government Property - No Trespassing" signs on the Denali Highway.

We are contacting our Fairbanks Division for details concerning these signs and will advise you immediately of our findings. Senator Gruening's office is being advised that a reply will be received from you concerning this matter.

Attachment  
As noted above

PR 5204

Office Memorandum  
 Mr. Gruening  
 Mr. Tolson  
 Mr. Boardman  
 Mr. Nichols  
 Mr. Belmont  
 Mr. Mohr  
 Mr. Casper  
 Mr. Callahan  
 Mr. Conrad  
 Mr. DeLoach  
 Mr. Evans  
 Mr. Gale  
 Mr. Rosen  
 Mr. Sullivan  
 Mr. Tavel  
 Mr. Trotter  
 Mr. Tele. Room  
 Mr. Holmes  
 Miss Gandy

FRANCIS CHAVEZ, N. MEX., CHAIRMAN  
 FRANK R. MASSEY, ARIZ.  
 FRANK M. WELLS, CALIF.  
 FRANCIS CASE, S. DAK.  
 THOMAS E. MARTIN, IOWA  
 JOHN SHERMAN COOPER, KY.  
 HUGH SCOTT, PA.  
 WINSTON L. PROUTY, VT.  
 IRVING E. MOORE, CHIEF CLERK

United States Senate  
 COMMITTEE ON PUBLIC WORKS

October 15, 1959

Mr. William J. Niemi,  
 Regional Engineer,  
 Bureau of Public Roads  
 Federal Bldg.  
 Juneau, Alaska

Dear Bill:

Recently, Senator Gruening received a letter from Mrs. Lars M. Nelson, P. O. Box 4-067, Spenard Branch, Anchorage, reporting distress over the fact that from approximately Mile 89 to Mile 108, on the Denali Highway, the south side of the right-of-way is posted with large "Government Property - No Trespassing" signs. From Mile 108 to the park entrance, according to Mrs. Nelson, these signs are posted on both sides of the road.

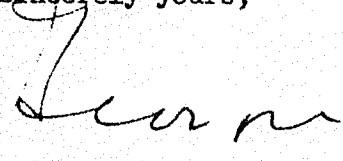
To quote Mrs. Nelson's letter:

"On large stretches of this 65 posted miles it is possible to see for miles across the tundra without seeing anything that any normally law abiding citizen who could be expected to pay any attention to the signs could possibly damage. As long as this is still supposed to be a country of, by and for the people, I would greatly appreciate it if you would look into this matter and if possible let me know by whose authority and why they are there."

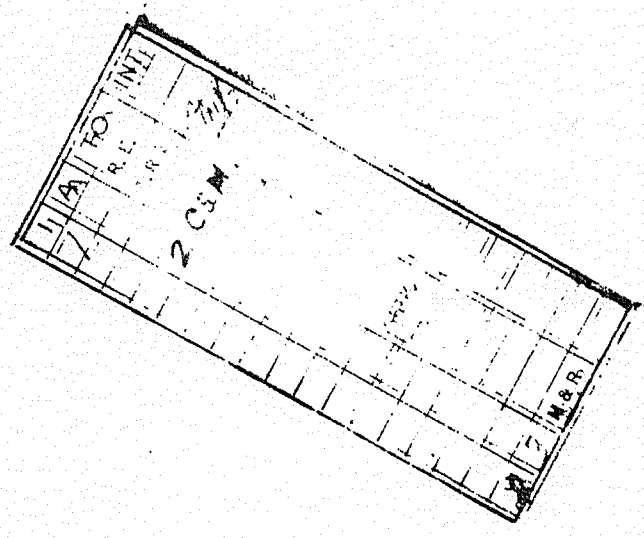
We would appreciate your advising who posted the signs, and why.

With kindest personal regards, I am

Sincerely yours,



GEORGE SUNDBORG  
 Administrative Assistant to  
 Senator Gruening



PR 5204

WARREN G. MAGNUSON, WASH., CHAIRMAN  
JOHN O. PASTORE, R.I.  
A. S. MIKE MONRONEY, OKLA.  
GEORGE A. SMATHERS, FLA.  
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FRANK J. LAUSCHE, OHIO  
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MR ENGLE, CALIF.  
L. BARTLETT, ALASKA  
VANCE HARTKE, IND.  
GALE W. MC GEE, WYO.

EDWARD JARRETT, CHIEF CLERK

ANDREW F. SCHOEPEL, KANS.  
JOHN MARSHALL BUTLER, MD.  
NORRIS COTTON, N.H.  
CLIFFORD P. CASE, N.J.  
THRUSTON B. MORTON, KY.  
HUGH SCOTT, PA.

*Mr. Lewis*

*W* *est.*

# United States Senate

COMMITTEE ON  
INTERSTATE AND FOREIGN COMMERCE

October 28, 1959

Mr. Paul F. Royster,  
Assistant to the Federal Highway Administrator,  
Bureau of Public Roads,  
Department of Commerce,  
Washington 25, D. C.

Dear Mr. Royster:

Thank you very much for your completely ex-  
planatory letter of October 22 setting forth the present  
plans for completion and paving of the Sterling Highway  
in Alaska.

Sincerely yours,

E. L. Bartlett

